

United States Department of the Interior
National Park Service

56 2676

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: PCF 816
Other names/site number: P24; Swift Boat
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1492 N. Harbor Drive
City or town: San Diego State: California County: _____
Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

x A ___ B x C ___ D

	State Historic Preservation Officer <u>7 June 2018</u>
Signature of certifying official/Title:	Date
<u>California Office of Historic Preservation</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

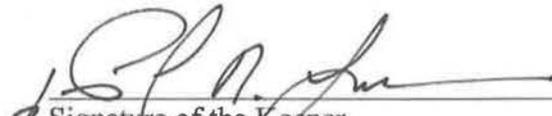
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)


Signature of the Keeper

7/23/2018
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures
_____	_____	objects
<u>1</u>	_____	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Defense

Naval facility

Navy patrol/gun training boat

Current Functions

(Enter categories from instructions.)

Education

Museum vessel

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7. Description

Architectural Classification

(Enter categories from instructions.)

Vietnam War era

Other: Patrol Craft Fast

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Aluminum

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The former naval vessel PCF-816 (Patrol Craft Fast – also known by the term ‘Swift Boat’) is an aluminum-hull patrol boat fabricated by Seawart Seacraft of Morgan City, Louisiana in 1968. In total, 171 of these craft were built between 1965 and 1970 in three model variations (Mark I, Mark II, & Mark III). PCF816, a Mark II variant, is located at the Maritime Museum of San Diego, 1492 N. Harbor Drive, San Diego, CA 92101. PCF816 is 51’-6” in length, with a shallow draft of 4’-6”, and a beam of 13’-7”, displacing 22 tons. The vessel is constructed entirely of aluminum, carries 780 gallons of fuel, and has a top speed of 25-30 knots, powered by two Detroit Diesel 12V71 N engines that generate 480 h.p. each. PCF816 features a .50 caliber gun mount and 81 mm mortar mount on its aft deck (the gun is affixed on the rear mount, the mortar is not), and two .50 caliber gun mounts and guns in a gun tub above the helm. The vessel appears largely as it did during its relevant period of service (1968-1969), with the exception as noted that some armaments are not in place, a railing has been added around the rear of the ship, some benches have been added fore and aft, and a modern radar fixture is visible above the helm. The Museum estimates that the vessel retains approximately 90% of its historical integrity.

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Narrative Description

The U.S. Navy-designated PCF-816 (Mk-II) is classified as a Patrol Craft-Fast, and was one of 171 PCFs, always known as 'Swift Boats', that were built between 1965 and 1970 in three different designs ('Mark I', 'Mark II', and 'Mark III'), of which PCF-816 was a Mark II version. As noted above, the Museum estimates that this vessel maintains 90% of its integrity, and its integrity to the eye could be increased to nearly 100% with the removal of the railings and benches that were installed to meet requirements for conveyance of passengers around the aft deck and on the front deck. Otherwise, the prime visual difference that exists when compared to its original form is the inclusion of a small radome at the top of the original post to provide the benefits of modern radar capability when voyaging.

A visual review of PCF-816 from stem to stern illustrates the following features. The transom features the name of the vessel, 'PCF816', the name of the hailing port, 'San Diego', and the inscription '50 NS 6824'. This inscription indicates that PCF-816 is 50 feet in length, that it was built in 1968, and that it was the 24th keel laid in that year by the manufacturer. On the aft deck, the eye is drawn to two particular features: a .50 caliber machine mount in the center of the deck, and an ammunition locker set against the rear railing above the transom, which contained thousands of rounds of ball, armor piercing, incendiary, and tracer rounds. Less immediately noticeable are the two covers for the aft fuel tanks, and forward of those the two heavy engine hatch covers that house PCF-816's two original Detroit Diesel 12V71N engines. The engine room also contains a 6.0 kilowatt Onan diesel-driven AC generator that provides 120 volt 50 amp power for the vessel's signal lights, refrigerator, and stove. There also is a wheel affixed to the left rear wall of the pilothouse superstructure as an alternate for navigating/docking.

Looking forward from the engine room covers, one finds the main deck hatch on the aft end of the deckhouse that leads to the galley, below deck. The galley is striking for the presence of stained wood cabinetry on a vessel that is otherwise almost wholly constructed of aluminum. This relatively cramped compartment includes both counter space and a sink on the starboard side of the compartment, and a table area on the port side of the galley capable of seating four crew. There are four portholes in the galley area. To the left forward portion of the galley is a ladder that leads to the pilothouse or helm.

At the forward end of the galley, a hatch leads to a small stairwell that descends to the crew quarters, which houses eight bunks, which are basically narrow aluminum platforms anchored to the ceiling and held in suspension by link chains. The crew quarters also contains a head, and a modest storage area. An escape hatch on the forward main deck provides an alternate means of entry to the crew quarters.

The pilothouse is characterized by its three large rectangular windows providing excellent visibility, the single seat for the helmsman, with the wheel in front of the helmsman's seat, the two polished metallic throttles at the helmsman's left hand, and a variety of gauges and read-outs

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on the panel directly in front of the wheel. All of these indicators are original analog instruments: there have been no replacements with electronic counterparts, including the domed compass. The only visible pieces of equipment that have been added since the vessel's initial service are the radar screen installation to the right of the wheel and some communication devices mounted on the ceiling above the right-side window. On the left side of the console below the window is a wooden structure that includes a binocular holder and a couple of small shelves for maps, charts, and logs. Directly behind the helmsman's chair is a stair that leads to the gun tub, which features the two .50 caliber machine guns on their mounts.

Immediately forward of the pilothouse is a hatch leading down to the crew quarters. The Museum has installed two small benches on either side of the venting structure in the center of the deck, in front of which is a cover plate providing access to the anchor locker where the line attached to the anchor is stored.

PCF-816 is painted in Navy Gray throughout. The historical integrity of PCF-816 is enhanced by the fact that the vessel is located 300 yards from Coronado Island and the North Island Naval Station, where PCF-816 first served during the Vietnam War period. As a working historical vessel, PCF-816 makes multiple trips weekly on San Diego Bay, and provides visitors tours that include passage by key active Naval sites, including the North Island Naval Base and the Navy's submarine yard.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

Military

Architecture

Period of Significance

1968-1971

Significant Dates

Launched 1968

Decommissioned 1971

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Sewart Seacraft, Louisiana

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

PCF-816 is a United States Navy Patrol Craft, Fast, completed in 1968. eligible under Criteria A and C. Criterion A eligibility, military history, is related specifically to the vessel's role in training and preparation of thousands of sailors who then served on this vessel type in the Vietnam War. Criterion C eligibility, architecture, is based on the vessel's status as last intact vessel of its type, and that this vessel, which almost wholly maintains its historical integrity, is one of only two known examples of its type still in full operational shape, and the only known example that largely retains the appearance and structural features that characterize the vessel type during its relevant years of service. Between the years 1965 and 1970, Swift Boats played integral roles both in coastal patrol and riverine patrol and interdiction activities in the context of the Vietnam War. The activities of PCF-816, as a training and testing vessel at Coronado Island in San Diego, and then at Mare Island Naval Shipyard in Vallejo, CA, were essential to preparing American sailors for their roles in a war that offered unprecedented challenges for American military personnel, including Swift Boat sailors' interdiction activities along the coast and on the inland waterways of Vietnam. The property is eligible at the local level of significance, with a period of significance from 1968, the year of its completion, to 1971, the year the property was declared surplus and removed from US Navy training service. The property's period of significance ends less than fifty years ago, but the period of significance overlaps the 50 year period by only a few years.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A:

PCF-816 is eligible for *National Register of Historic Places* Criterion A in the area of Military history, based on the ship's role in preparing hundreds of sailors for specific roles engaging in coastal patrol and inland waterway patrol and interdiction in Vietnam during the Vietnam War years of 1968-1970, first in San Diego (based at Coronado Island at the Naval Amphibious Base there), and later at Mare Island Naval Shipyard in Northern California.

To fully appreciate the historical value of PCF-816 specifically, one must have a baseline understanding of the need driving the development of the Swift Boats and the roles these vessels undertook in the context of the Vietnam War. In February 1965 a staff study by the Naval Advisory Group, Military Assistance Command Vietnam, called for the development of a naval craft capable of meeting the needs of the war effort in a counterinsurgency environment. In essence, the study noted the absence of any acceptable existing naval craft, and laid out the specifications for what would become the Swift Boat.

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Shortly thereafter, the first four Swift Boats were delivered to the Navy, including two of those that were delivered to the Navy as proof-of-concept and training vessels in San Diego in August 1965 (PCF-816 was not one of those). Ultimately, 3,000 sailors and 600 officers would be trained on and deployed to serve on a total of 117 Swift Boats in Vietnam, beginning in late 1965. Between late 1965 and 1969 the PCFs were deployed to five Coastal Divisions in Vietnam, where they conducted coastal patrols and interdiction, with sufficient success that much of the oceanic resupply that the North Vietnamese had executed was forced on to inland trails. With the ascension of Admiral Zumwalt to command of America's naval forces in Vietnam in 1969, the focus of the Swift Boats turned from blue water (oceanic) patrols to 'brown water' operations in the rivers, canals, and smaller waterways of Vietnam. This change of strategic focus led to the shift of training operations from San Diego to Mare Island in Vallejo, CA, which provided conditions suitable for brown-water training.

In 1969 the United States Navy began a process of 'Vietnamization', which involved the transfer of responsibility for direct war activities to the South Vietnamese. By December 1970 responsibility for all five of the Navy's divisions and those divisions' boats was devolved to the South Vietnamese Army.

While PCF-816 did not serve in Vietnam, the significance of PCF-816 is based on its use as a training vessel in San Diego and Mare Island. Those sailors and officers who would operate the Swift Boats in conditions of war required training on the vessel that would prepare them to undertake perilous duties once in the field. PCF-816 was fabricated in Louisiana and delivered to the Navy in San Diego in July 1968. Over its approximately two years of Naval service (the exact date of PCF-816's retirement from service and delivery to the Maltese government is not known), PCF-816 was responsible for training 600 sailors and officers: the equivalent of one-sixth of all those American personnel who would serve aboard the Swift Boats on active duty in Vietnam.

PCF-816 was one of just six Swift Boats that were designated for proof-of-concept work and training on this side of the Pacific. Swift Boats retain an iconic status in the context of Vietnam War history in part because they were indeed fast craft, but also relatively fragile, with hulls of 1/4" aluminum, and were generally quite physically stressed by the time they were handed over to the Vietnamese. PCF-816, while serving for over 30 years with the Maltese Coast Guard after completion of its role as a training vessel, was never subjected to the physical strains of wartime conflict, which accounts for its relatively excellent condition at this point in time. The Swift Boats' iconic status is also a function, in part, of the relationships that developed among those who crewed them. These crews of six generally were set prior to deployment to Vietnam, and given the closeness of conditions that crews shared and the dangers inherent in these vessels' missions, the ability to develop symbiotic working and living relationships was paramount in a way that few other Naval personnel experienced. PCF-816 made it possible for crews of young Americans with no prior war experience to initiate their duties in Vietnam with a measure of confidence in their ability to handle the primary tool used in the achievement of their mission.

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Criterion C: Architecture

PCF-816 is eligible under National Register Criterion C as the only fully intact example of its class of naval craft. Only two surviving examples exist, and PCF-186 retains a much greater level of historic integrity.

PCF-816 as a Unique Example of its Type

The Patrol Craft Fast boat type was designed to meet a specific demand of American naval forces in the context of the nature of the fighting take place in the Vietnam War, and to fulfill the strategies evolved for responding to the changing circumstances of that conflict.

PCFs were designed for their speed, maneuverability, and ability to carry significant armaments, including 50 caliber machine guns fore and aft, and a rocket launcher. Swift Boats served in the context of two major operations in Vietnam: Operation Market Time; and Operation Sealords. Operation Market Time arose in the wake of the interception of a trawler serving as an arms resupply vessel along the Vietnamese coast. Market Time, which involved the deployment of a large number of boats and ships at various distances up to 40 miles from shore along an 1,100 mile 'defensive sea area', with additional air support, was executed with the idea of creating a deep and impenetrable barrier to enemy resupply vessels. Swift Boats were the dominant vessel in the first cordon of ships placed closest to the Vietnamese coastline. As noted earlier, Operation Market Time was quite successful, forcing much of the North Vietnamese weapons resupply activity to inland waterways and trails. However, the Swift Boats proved somewhat perilous themselves in the context of open seas, being rather forward-heavy and prone to violent pitching even in moderate seas.

Indeed, with the inauguration of Operation Sealords, and the refocusing of Swift Boats' efforts toward Vietnam's rivers and the Mekong Delta, the vessels proved that they had additional deficits: it was widely commented that Swift Boats were too small for ocean-going service and too large for river navigation. Once moved to 'brown water' operations, the Swift Boats faced the challenges of working through the monsoons, and surviving bullets, rockets, groundings, and other indignities with their 1/4"-thick aluminum hulls. Even given those realities, review of the memoirs of Swift Boat crews makes clear that they held (and continue to hold) these craft in great affection. Swift Boats were indeed swift, and their powerful twin engines made it possible at times to catch up to or outrun the enemy. They were sufficiently maneuverable to navigate the canals, rivers, and estuaries that characterized much of Vietnam, and many of the successes of Swift Boat operations related to operating in and liberating territory, giving the South Vietnamese access to territory that they had never held before. The men who crewed the PCFs did so at significant personal cost, from great physical discomfort to injury and death. The boats themselves were both a necessary and imperfect solution to a variety of problems that were neither readily defined nor easily solved, and so mirrored the larger realities stemming from engagement in war.

In June, 1995 David P. Marion, an Army Captain who owed his life and that of his fellows to the work of the PCF-56 crew while under attack at An Hoa, attended the dedication of PCF-1, on

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static display at the National Museum of the U.S. Navy. The only other known static Swift Boat example remains at Naval Amphibious Base Coronado, in San Diego, CA. The former PCF-2, now known as the R/V (research vessel) Matthew F. Maury, remains a working boat at Tidewater Community College in Virginia Beach, VA. It is unknown whether other Swift Boat examples remain in working order outside the United States. Museum staff who have investigated this have found no evidence of such boats. PCF-816 came to the Maritime Museum of San Diego following 30 years of service with the Armed Forces of Malta; a second PCF donated to Malta was destroyed in an accident. While it is nearly impossible to verify, it is highly likely that PCF-816 is the only Swift Boat remaining in the world that is fully operable; that retains the great majority of its historical integrity; that is housed and cared for in an environment that fully values the vessel as a unique nautical and historical example; that is within the environment in which it fulfilled its mission; and that provides visitors with an authentic experience in that environment.

The reverberations of the Vietnam War can seem as profound and immediate today as they have at any time in the 52 years since America initiated major activity in that sphere. The Swift Boats played key roles in the context of America's involvement in that war, and PCF-816 stands as the lone known exemplar retaining the near-complete integrity of its type.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Cutler, Thomas, *Brown Water, Black Berets*, Naval Institute Press, Annapolis, MD, 1998.

Friedman, Norman, *US Small Combatants: An Illustrated History*, Naval Institute Press: Annapolis, MD, 1987.

Gugliotta, Guy, John Yeoman, and Neva Sullaway, *Swift Boats at War in Vietnam*, Stackpole Books, Guilford, CT, 2017.

Hawley, Kent, Brownwater Navy in Vietnam, Internet. Retrieved 25 October 2012.

Wasikowski, Larry, Coastal Squadron One, 10/12/2012. Internet. Retrieved 29 October 2012.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property < 1 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: N 32 Degrees, 43.223772 Longitude: W 117 Degrees, 10.426884

Verbal Boundary Description (Describe the boundaries of the property.)

The vessel is located within the Port of San Diego leasehold at the Maritime Museum of San Diego, 1492 N. Harbor Drive, San Diego, CA 92101.

Boundary Justification (Explain why the boundaries were selected.)

The nomination of PCF 816 is solely for the vessel itself. Therefore, the boundary for the purposes of this nomination includes the vessel only.

11. Form Prepared By

name/title: Mark J. Gallant, Regulatory Agency Liaison

organization: Maritime Museum Association of San Diego

street & number: 1492 North Harbor Drive

city or town: San Diego state: California zip code: 92101

e-mail: mgallant@sdmaritime.org

telephone: 619-234-9153, x148

date: July 26, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: PCF-816 (Patrol Craft Fast 816, 'Swift Boat')

City or Vicinity: San Diego

County: San Diego State: CA

Photographer: Photos 1-4 by Scott Baldwin. Photos 5-14 by Mark Gallant

Date Photographed: Photos 1-4 taken 11/6/2012. Photos 5-14 taken 6/20/2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

1. View of aft deck.
2. View of quarterdeck from rear.
3. View of quarterdeck from bow quarter.
4. Side view of PCF-816.
5. View of transom looking west/northwest from dock.
6. View of aft deck with .50 caliber machine gun and ammo locker looking east/northeast.
7. View of engine compartment, aft deck.
8. View of galley, counter area, port side of ship.
9. View of galley, table area, port side of ship.
10. View (partial) of crew quarters, forward, starboard side of ship.
11. View of helm of ship looking west.
12. View of the front of the pilot house, looking east from the bow.
13. View of the vessel number on bow of hull, port side, from dock looking west/northwest.
14. View of mast with radar, mast light, anchor light, and flags from port side looking north.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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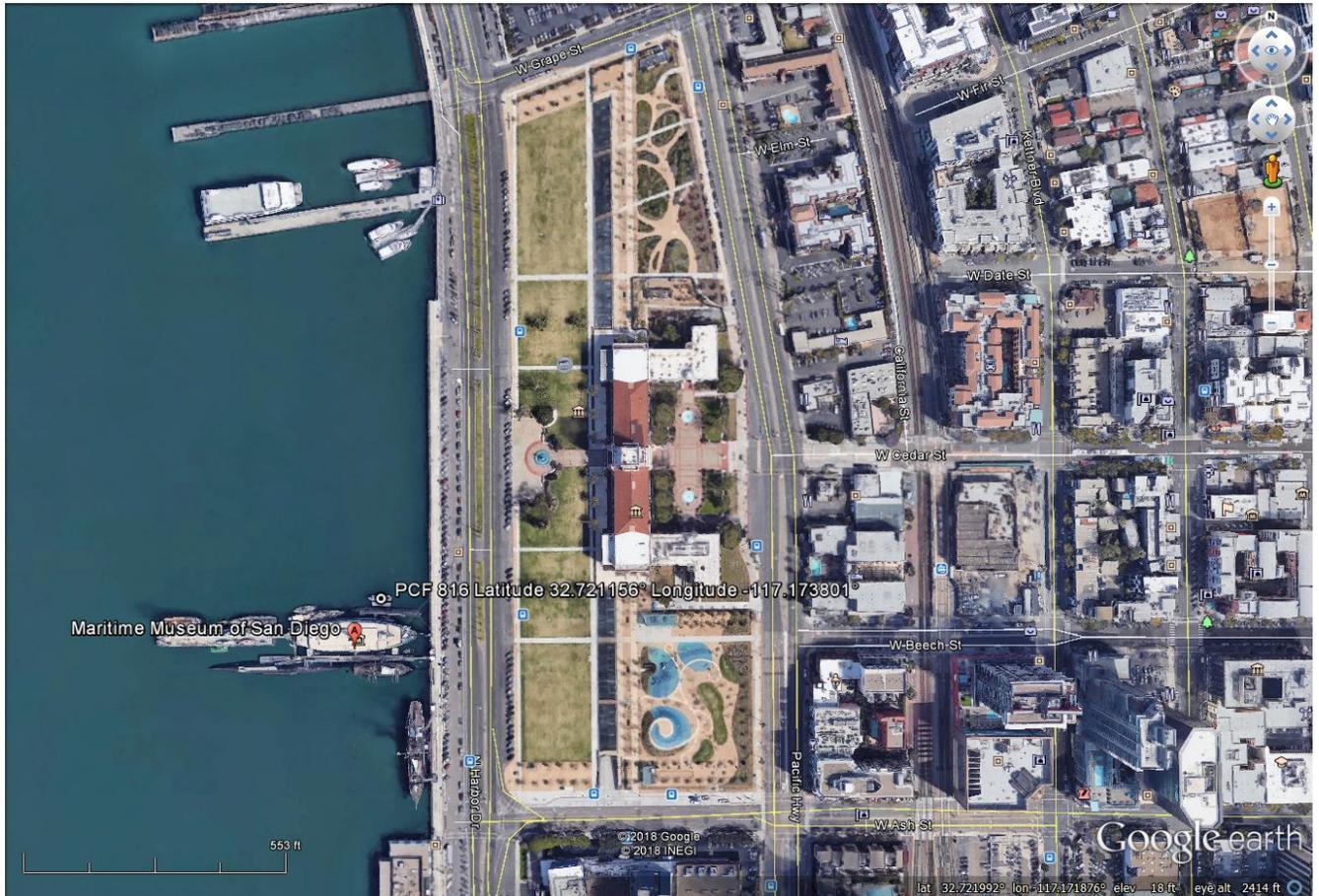
Figure Log

- 1. Google Earth Location Map**
- 2. Certification of Origin for Swift Boat PCF816**
- 3. Certificate of Build and Quasi Title**
- 4. Side view line drawing of craft**
- 5. Deck & side view drawings of craft**
- 6. Photo of PCF816 at dock in Coronado, CA, Amphibious Base, circa 1968**
- 7. PCF816/P24 on patrol in Malta**
- 8. PCF816/P24 on patrol in Malta**
- 9. Swift boats docked in Vietnam**
- 10. PCF 816 ready to be loaded on Maersk Lines Bavaria, Port of Malta**
- 11. PCF 816 loaded aboard Maersk Lines Bavaria, Malta**
- 12. PCF 816 loaded aboard flatbed truck, Norfolk, VA**
- 13. PCF 816 arriving in San Diego**
- 14. PCF 816 prepares for overhaul in shipyard**
- 15. PCF 816 contained in preparation for stripping and sanding**
- 16. Congressman Duncan Hunter assisting with grinding**
- 17. Instruments removed in preparation of stripping and sanding**
- 18. Sanding and priming procedure**
- 19. Rebuilt engines being reinstalled**
- 20. PCF 816 completed by "Dirty Boat Guys" Swift Boat veterans**
- 21. Preparing to launch PCF 816**
- 22. Swift Boat Veterans prepared to depart in restored PCF 816**

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1. Google Earth Location Map (Latitude 32.721156 Longitude -117.173801)



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Figures

2. Certification of Origin for Swift Boat PCF816

1	CERTIFICATE OF ORIGIN	
HULL IDENTIFICATION NO:	50-NS 6824	
VESSEL NAME:	SWIFT BOAT PCF 816	
YEAR COMPLETED AND PLACE OF BUILD:	1968 MORGAN CITY, LA USA	
HULL MATERIAL:	ALUMINUM	
DIMENSIONS:	L=15.62M B=4M D=1.52M	
<p>This vessel was built by Sewart Seacraft, Morgan City, Louisiana</p>		
<p>Certified by Swiftships Shipbuilders, LLC, Morgan City, Louisiana</p>		
<p> _____ Calvin J. Leleux, President</p>		

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3. Certificate of Build and Quasi Title

Naval Surface Warfare Center
Carderock Division, Norfolk Detachment
Combatant Craft Department

Serial No. **23BIM/Q7749**



**CERTIFICATION OF BUILD AND
QUASI TITLE TO VESSEL**



10 August 2012

This is to certify that the records of this Command disclose with reasonable certainty:
That 50 Foot Non-Standard Boat (Ex-Navy Hull # 50NS6824, aka
PCF-816 and Hull No. P24)
was built in Berwick, Louisiana, United States of America by
Sewart Seacraft in the year 1968 for the account of the United States and was
disposed of on 5 April 1971 and transferred to:
**Republic of Malta, and subsequently donated with the approval
of the U.S. Departments of State and Justice to:
Maritime Museum Association of San Diego
North Harbor Drive
San Diego, CA 92101**
that from the date of acquisition to the date of disposal, the boat had not been under foreign
registry, nor had any interest in the boat been foreign; that title was then vested in the United
States Navy and that is now impracticable to furnish a builder's certificate and/or bill of sale
showing the title to be vested in accordance with the above record.


John M. Mathias
By Direction

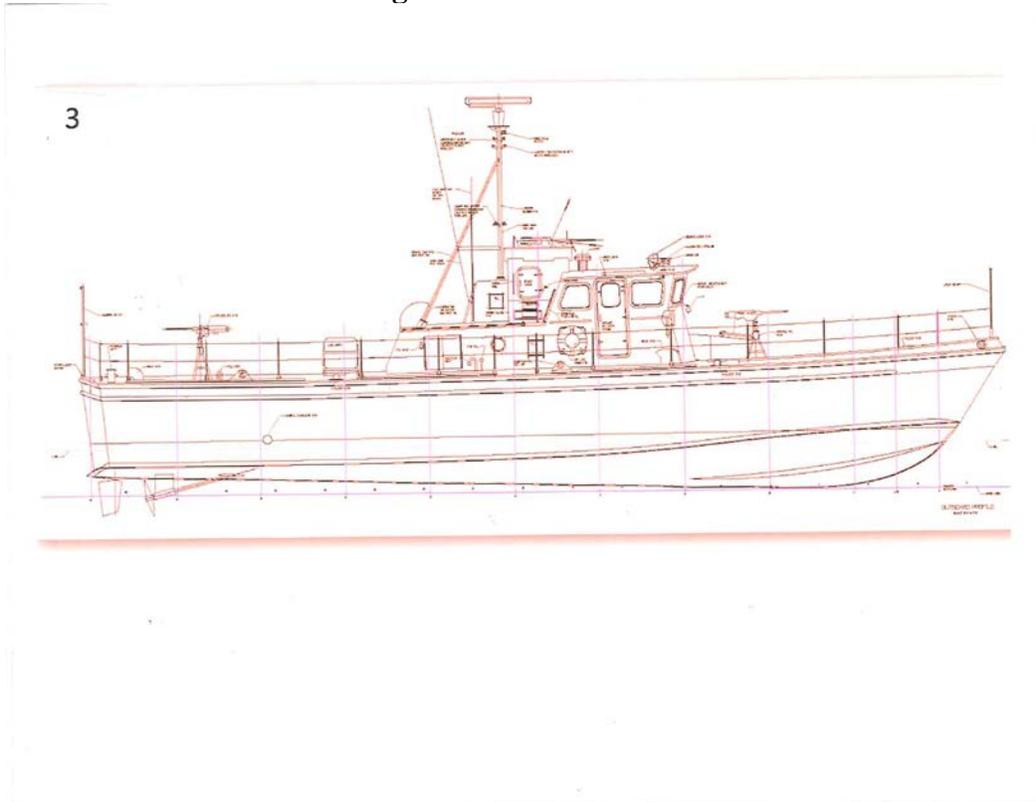
2



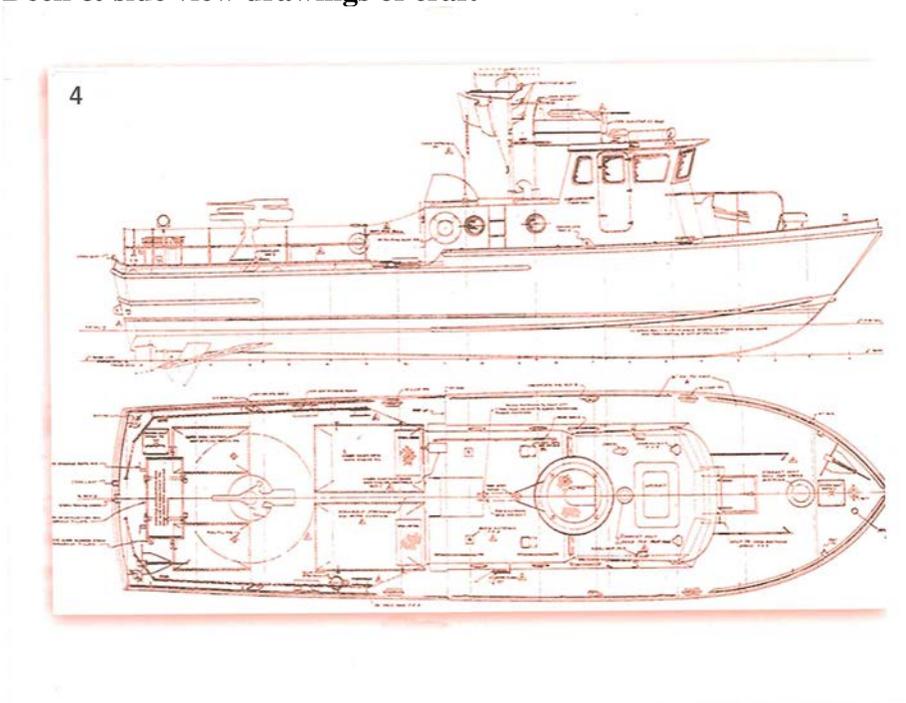
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4. Side view line drawing of craft



5. Deck & side view drawings of craft



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- 6. Photo of PCF816 at dock in Coronado, CA, Amphibious Base, circa 1968
- 7. PCF816/P24 on patrol in Malta (lower photo)



PCF 816 (Mark II) at training pier - Amphibious Base, Coronado, CA - 1968



Malta P24 (Mark II)

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8. PCF816/P24 on patrol in Malta

10/20/2016

Historic Naval Ships Visitors Guide - PCF-816, P-24



HNSA Ships to Visit: ▾ Knowledge Base: ▾ About HNSA: ▾ Support HNSA: ▾

PCF-816, P24



P24 Republic of Malta

Class: PCF, Patrol Craft Fast
Launched: 1968
At: Sewart Seacraft Ltd., Berwick, LA

Length: 50 feet, 1.5 inches
Beam: 13 feet, 1 inch
Draft: 3 feet, 6 inches
Displacement: 19 tons, 22.5 full load
Speed: 32 knots
Complement: 6 (1 officer)
Armament: Three .50 caliber machine guns (two twinned, one single); one 81mm mortar

Address:
Maritime Museum of San Diego
1306 N. Harbor Drive
San Diego, CA 92101
(619) 234-9153
Fax: (619) 234-8345
Email: info@sdmaritime.org
<http://www.sdmaritime.org/>
Latitude: 32.7208353487, Longitude: -117.174918802
[Google Maps](#), [Microsoft Bing](#), [Yahoo Maps](#), [Mapquest](#)

<https://archive.hnsa.org/ships/pcf816.htm>

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PCF 816
Name of Property

San Diego, California
County and State

9. Swift boats docked in Vietnam

10/20/2016

Historic Naval Ships Visitors Guide - PCF-816, P-24



The Patrol Craft Fast (PCF), or "Swift Boat" as it was known began service in 1965. Adapted from offshore oil service vessels, they were used to patrol the coastline and inland waterways of Vietnam from 1968-1975. PCF training was based at Naval Amphibious Base Coronado on San Diego bay.

In 1971, *PCF-816* she was donated by the US Navy to the Republic of Malta and renamed *P24*. She was used for coast guard duty, interdicting smugglers, harbor security, and search & rescue. She served for 40 years and finally decommissioned in 2011. She was one of the last two PCF's to be in service.



Unidentified PCFs of the same type in Vietnam.

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Version 3.00

PCF 816
Name of Property

San Diego, California
County and State

10. PCF 816 ready to be loaded on Maersk Lines Bavaria, Port of Malta



11. PCF 816 loaded aboard Maersk Lines Bavaria, Malta



PCF 816
Name of Property

San Diego, California
County and State

12. PCF 816 loaded aboard flatbed truck, Norfolk, VA



13. PCF 816 arriving in San Diego



PCF 816
Name of Property

San Diego, California
County and State

14. PCF 816 prepares for overhaul in shipyard



15. PCF 816 contained in preparation for stripping and sanding



PCF 816
Name of Property

San Diego, California
County and State

16. Congressman Duncan Hunter assisting with grinding



17. Instruments removed in preparation of stripping and sanding



PCF 816
Name of Property

San Diego, California
County and State

18. Sanding and priming procedure



19. Rebuilt engines being reinstalled



PCF 816
Name of Property

San Diego, California
County and State

20. PCF 816 completed by “Dirty Boat Guys” Swift Boat veterans



21. Preparing to launch PCF 816



PCF 816
Name of Property

San Diego, California
County and State

22. Swift Boat Veterans prepared to depart in restored PCF 816

11/4/2016

4C6A4521.jpg

21



23.

<https://drive.google.com/drive/folders/0B8JIKCRQyeAOM3laMmxXeDNITm8>

1/1





240







PCF 816
SAN DIEGO, CA

50 NS 6824







SAFETY INFORMATION
This information is for the use of the
crew and passengers of the vessel.
It is the responsibility of the crew to
ensure that this information is read
and understood by all crew and
passengers.
If you have any questions, please
ask the crew.
Thank you for your cooperation.

4 ADULT
PFDS

ENGINE ROOM VENT
DAMPERS

CENTER FUEL
TANK SHUT
OFF VALVE

HAND TOOLS



ENGINE ROOM
FIRE
SUPPRESSION
SYSTEM
LIFT/DOWN
PULL HANDLE

4 ADU
PFD

MINER'S
SAW-PURPOSE
BUCKET











FURUNO

DON'T FORGET
YOU ARE NOT FORGOTTEN

P24 P23



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: PCF 816 (patrol craft fast)

Multiple Name:

State & County: CALIFORNIA, San Diego

Date Received: 6/8/2018 Date of Pending List: 7/9/2018 Date of 16th Day: 7/24/2018 Date of 45th Day: 7/23/2018 Date of Weekly List:

Reference number: SG100002676

Nominator: State

Reason For Review:

<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input checked="" type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other	<input type="checkbox"/> TCP	<input checked="" type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

Accept Return Reject 7/23/2018 Date

Abstract/Summary Comments: The PCF 816 (Patrol Craft Fast) is significant under National Register Criteria A and C in the areas of Military History and Architecture (Naval Architecture). Built in 1968 by Seawart Seacraft shipbuilders of Louisiana, PCF 816 is a remarkably intact example of a Mark II model, Vietnam-era "Swift Boat" (Patrol Craft Fast). The all-aluminum construction military vessel with its original twin diesel engines built for speed and maneuverability, played pivotal roles in coastal and riverway patrols during the Vietnam War. Among the last known intact ships of its type, PCF 816 played a significant role in training Navy personnel for wartime service from bases in San Diego and Northern California from 1968 to 1971. (Potential national level significance may exist given the ship's rarity should additional context be provided on other significant wartime naval vessels associated with the Vietnam era and a more authoritative comparative analysis.)

Recommendation/ Criteria Accept NR Criteria A and C.

Reviewer Paul Lusignan

Discipline Historian

Telephone (202)354-2229

Date 07/23/2018

DOCUMENTATION: see attached comments : No see attached SLR : No



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov



June 7, 2018

J. Paul Loether
Deputy Keeper and Chief, National Register and National Historic Landmark Program
National Register of Historic Places
Mail Stop 7228
1849 C St., NW
Washington, D.C. 20240

Subject: **PCF 816**
San Diego, San Diego County, California
National Register of Historic Places

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of nomination for PCF 816 to the National Register of Historic Places. This property is located in San Diego, San Diego County, California. On May 17, 2018, the State Historical Resources Commission unanimously found the property eligible for the National Register under Criteria A and C at the local level of significance, with a period of significance of 1968-1971, meeting the requirements of Criteria Consideration G.

The property is nominated by the property owner. Four letters of support were received.

If you have any questions regarding this nomination, please contact William Burg of my staff at 916-445-7004.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

Enclosures

PCF 816
San Diego, San Diego County, California
National Register of Historic Places

PCF 816 (Patrol Craft Fast), also known by the term "Swift Boat," is an aluminum-hull patrol boat manufactured by Seawart Seacraft of Morgan City, Louisiana, in 1968. 171 of these craft were built between 1965 and 1970 in three model variations; PCF is a Mark II variant. The craft is currently located at the Maritime Museum of San Diego. The vessel is 51'6" in length, with a draft of 4'6" and a beam of 13'7", displacing 22 tons. Swift Boats were used for coastal patrol and interdiction during the Vietnam War, and after 1969 performed similar duties along rivers, canals, and smaller waterways. Designed for speed, maneuverability, and firepower, the Swift Boats were capable of 25-30 knots; the Mark II variants were armed with three .50 caliber M2 machineguns and a unique 81mm lanyard-fired direct-fire mortar. Armor was limited to the ¼" thick aluminum hull.

The property is eligible under Criteria A and C, with a period of significance of 1968-1971. Under Criterion A, this Swift Boat is eligible for its role as a training and testing vessel at Coronado Island in San Diego, then at Mare Island Shipyard in Vallejo. During its two-year service as a training craft, 600 sailors and officers trained on board PCF 816, approximately one-sixth of all the American personnel who served aboard Swift Boats during the Vietnam War. The craft was also one of six Swift Boats used for proof-of-concept work, developing the tactics and procedures used in the Swift Boats' transition from coastal patrol to inland waterway patrol. Under Criterion C, PCF-816 is one of a very small number of Swift Boats that have survived in their original configuration, as most boats of this class were scrapped, and the small number of survivors were extensively modified. As a vessel restored to closely resemble its appearance during its period of significance and displaying high integrity, PCF 816 is a unique example and an excellent representative of its type. Only two surviving examples of the class exist that resemble their military configuration, and PCF 816 retains a much greater level of historic integrity. The period of significance ends in 1871; because the period of significance extends within 50 years by only a short time, and due to the relative fragility of watercraft of this type (and resulting rarity of intact craft), the craft meets the requirements of Criteria Consideration G.

The property is nominated on behalf of the property owner. Four letters of support have been received.

Staff supports the nomination as written and recommends that the State Historical Resources Commission determine PCF-816 eligible under Criteria A and C, at the local level of significance, with a period of significance of 1968-1971, meeting the requirements of Criteria Consideration G. Staff recommends the State Historic Preservation Officer approve the nomination for forwarding to the National Park Service for listing in the National Register of Historic Places.

William Burg
State Historian II
April 25, 2018



California
STATE LIBRARY
FOUNDED 1850
PRESERVING OUR HERITAGE. SHAPING OUR FUTURE

April 24, 2018

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Dear Julianne:

I'm adding my voice to those in support of placing the Maritime Museum of San Diego's swift boat, Patrol Craft Fast-816, on the National Register of Historic Places.

Swift boats, PCFs for short, were part of naval operations in Vietnam from 1965 to 1970. Some 3,600 men served on or supported the operations of these vessels. Adapted from offshore oil service vessels, swift boats were initially used as coast patrol in Vietnam to prevent the trafficking of weapons, ammunition and supplies. Later in the war, they were also traveled Vietnamese rivers and canals.

Training for American sailors for swift boats was conducted at the Naval Amphibious Base in Coronado, San Diego. PCF-816 was one of the vessels used to train the swift boat sailors. The vessel was donated to the Republic of Malta in 1971.

In 2012, after 40 years of service, PCF-816 was returned to San Diego by the government of Malta and fully restored through the hard work of the Maritime Museum, the Swift Boat Sailors Association and numerous volunteers. The museum provides tours of the vessel, including a ride out on San Diego Bay.

This historic vessel gives Maritime Museum visitors a hands-on appreciation of an important military tool and strategy from a complex era in America's past. PCF-816 is also a physical representation of the role San Diego has played and continues to play in the military history of the United States.

Placement of PCF-816 on the National Register of Historic Places recognizes all these things and makes it easier to ensure that knowledge about our past continues to better inform our present and, consequently, improve our future.

Respectfully Yours,

Greg Lucas
State Librarian of California

Library – Courts Building
P.O. Box 942837
Sacramento, CA 94237-0001

916-323-9759
csl-adm@library.ca.gov
www.library.ca.gov



KEVIN L. FAULCONER

MAYOR

April 20, 2018

Julianne Polanco
State Historic Preservation Officer
Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Dear Ms. Polanco:

On behalf of the City of San Diego, I am writing to support the nomination of the Vietnam-era Swift Boat known as PCF-816 for consideration to the National Register of Historic Places.

The PCF-816 vessel initially served as a training ship in San Diego, and later served in the same capacity in Vallejo. From the early years of the 20th century, San Diego has enjoyed a progressively expanding naval presence and is home of the U.S. Navy's Pacific Fleet.

San Diego is also pleased to be called the home city of the PCF-816 and welcome this rare vessel back to its waters where it operated 50 years ago. Carefully restored with its integrity intact, the PCF-816 represents a significant part of American history. It is now available to the public to view, board and experience in operation.

Thank you for your consideration of PCF-816's historic registry nomination.

Sincerely,

Kevin L. Faulconer
Mayor

KLF:ag





ASSOCIATION OF THE UNITED STATES NAVY

3601 Eisenhower Ave., Suite 110
Alexandria, VA 22304

April 18, 2018

Julianne Polanco
State Historic Preservation Officer
Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Dear Ms. Polanco:

As President of the Association of the United States Navy (AUSN) I believe that the Swiftboat is important in it tells the story of the Navy's operations in Vietnam to those that didn't serve in that conflict and those that came after us. As a volunteer aboard on her twice daily harbor cruises on the weekends, I have seen firsthand how it provides some amount of closure to the Vietnam vets that ride her. She also serves as a memorial to not only the more than three thousand American sailors serving in Swiftboats, but also the fifty sailors that were killed in action. Every Vietnam veteran that comes aboard is recognized, given a handshake and a "Welcome Home"

This boat was one of the boats we trained on before going to Vietnam and taking over a boat from a departing crew. In 1972, no longer required for training, she and a sister boat (PCF-813) were given to the country of Malta where they were the nucleus of Malta's maritime patrol force. During an operation taking illegal fireworks out to sea for disposal, PCF-813 had a fire and explosion that killed seven of the eight personal aboard. As part of our agreement with the Armed Forces of Malta we honor not only their seven but our fifty that we refer to as "Still on Patrol". The boat flies the Maltese flag along with the American flag in honor of all those sailors.

I trained on these boats in Coronado and served on Swiftboats in Vietnam in 1967 and '68. Her importance as one of the last surviving operational icons of that conflict is of great value. We tell the story of not only some of the combat operations and the seaward interdiction of supplies from the North but also of operation in the Mekong Delta, including the many humanitarian efforts we performed.

She is one of the few survivors of that conflict and a living, breathing connection and an icon of the Navy's involvement. I strongly urge her nomination to the National Register of Historic Places.

Thank you for your consideration

Respectfully,

A handwritten signature in blue ink, appearing to read "David M. Bradley". The signature is fluid and cursive, written over a light blue horizontal line.

LCDR David M. Bradley, USN (Ret)
National President
The Association of the United States Navy

Swift Boat Sailors Association, Inc.



April 16, 2018

Julianne Polanco
State Historic Preservation Officer
Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Dear Ms. Polanco:

I appreciate the chance to provide this letter from the Swift Boat Sailors Association in support of the nomination of PCF-816 to the National Register of Historic Places.

The Swift Boat Sailors Association is a veteran's organization created by and for the personnel who manned or supported U.S. Navy PCFs (Patrol Craft Fast or Swift Boats) assigned to Coastal Squadron One during the United States' involvement in Vietnam between 1965 to 1973. Swift Boats were first used in Operation Market Time to patrol the coastline of South Vietnam to prevent infiltration of soldiers, munitions, and other supplies via the sea from North Vietnam. They were known as the workhorses of the Navy's Coastal Surveillance Force. From late 1968 they took part in Admiral Zumwalt's Operation SEALORDS, a riverine interdiction strategy, where they became a legendary participant in what is commonly referred to as the "Brown Water Navy".

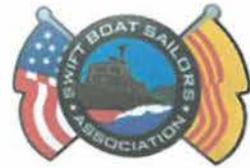
As I write this letter on behalf of the hundreds of Association members, it would be disingenuous of me to suggest that we do not have a certain personal bias when it comes to this nomination. The return of PCF-816 to our shores, her rehabilitation, and the fact that she now serves once again as a working vessel on the Bay where she first saw service is deeply meaningful to many of us. The service we logged on the Swift Boats was a signal experience in the lives of many if not all of us. Some of our dearest friends lost their lives in the context of that service. In those senses, I feel that I would be remiss if I did not acknowledge that, as individuals who feel a strong bond with this vessel and all it represents, we have a particular interest in the recognition that National Register of Historic Places status would bring to PCF-816.

We do recognize, however, that National Register status is not given for those more personal reasons I note above, and those reasons do not form the primary emphasis we bring to supporting PCF-816's nomination. Rather, we believe that there is a strong historical case to be made in favor of PCF-816's nomination. While this particular vessel did not serve in Vietnam, she was a trainer first in San Diego (for open-ocean operations) and then at Vallejo (when the boats were switched to brown water operations).



www.swiftboats.org

Swift Boat Sailors Association, Inc.



Every one of the over 3,000 sailors who ultimately served on the Swift Boats did so only after receiving training on one of the training PCFs in San Diego or Vallejo. Hundreds of Swift Boat sailors' naval experience occurred as a direct result of their training experiences on PCF-816. And while PCF-816 is not the sole remaining operable example of its type, it is one of the few that we are aware of.

The Vietnam War was arguably one of the most important historical events in the modern history of the United States. Swift Boats were designed and built to serve several roles in the war and rose to every challenge placed before them; coastal search and interdiction, in-shore gun fire support, close quarter warfare in rivers and canals. The Swift Boat was a formidable vessel of war heavily armed, fast, maneuverable, and time and time again returned her men home from a mission. All Swift Boat Sailors look with pride at PCF 816 from its service as our "first PCF" to its tangible and enduring representation of the unique bond between the "Swifties" and their intrepid PCFs. But perhaps most importantly for the Swift Boat veterans, PCF 816 is a living tribute to our lost shipmates. The existence of PCF-816 both reminds us of the significance of the Vietnam War for our nation and the sacrifices related thereto and stands as a well-maintained example of its class in the context of that moment in history.

As former Swift Boat sailors, we hope you will give serious consideration to this nomination on its historical merits. We would be pleased to provide you with any information you might need regarding the PCFs if we can be of service in the context of your deliberations.

Sincerely,

Michael J. Solhaug, MD
President, Swift Boat Sailors Association, Inc.

